

## THE CAPITAL JOURNAL.

TERMS OF SUBSCRIPTION.  
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If not paid in advance the price charged for the WEEKLY JOURNAL will be \$1.50 per year. If papers are not delivered promptly notify the office.

J. L. MITCHELL, CITY EDITOR.

"The evening paper contains the news of to-day; the morning paper gives you the news of yesterday."

HORACE GREELEY.

## 25c Want Column.

Notices inserted for ONE CENT PER WORD EACH INSERTION. No advertisement inserted in this column for less than twenty-five cents.

WANTED—A girl to do general housework. Good pay. Easy work. Apply at Globe real estate office, 322 Commercial street.

WANTED—Position as bookkeeper or cashier. Have had 12 years experience keeping books, and in bank work. Address "Cashier," Care Journal office, 2641 1/2.

FOR RENT—Well furnished barn for one or two horses. Journal Office.

FOR RENT—A Choice furnished front room near business center. Journal office.

FOR SALE—Partridge, Cochins, a few other breeds for sale. Also fresh eggs for setting. Inquire of J. A. Ferguson, North Salem.

FOR RENT—A desirable business office in best block in town. Inquire at this office.

FOR SALE—A nearly new skiff at a bargain. Inquire at Postal Telegraph office.

FOR SALE OR TRADE for city property in Salem, fifty acres of land suitable for grape culture, eight miles south of Salem. Also two hundred acres best peach land for sale nine miles south of Salem. Dirt cheap. G. G. Allen, 318 Chemeketa street, Salem.

WANTED—Agents, Male and Female, in every City, Town and Village. Outfit free. No Capital whatever required. Work, Plan and Terms the best. This is a splendid opportunity to make money. Write at once for Particulars. J. F. COLLIER, 65 Warren St., New York.

The celebration of the Knights of Pythias at a near date promises to be a brilliant affair.

Farrar & Co.'s is headquarters for provisions.

G. F. Seely, of Williamina, passed through Salem this morning, enroute for Waldo hills.

List your property with the Salem Land Company.

Painless dental operations at Dr. T. C. Smith's, 99 State street.

Attend Holverson's kid glove and corset sale this week.

Councilman O. D. Hutton was a passenger on the morning train for Portland.

The Bon Ton restaurant is setting the best 25 cent meals in the city now.

The Capital Lumber mills are looking for several rafts of logs to-day. They have received word that they are on the way. The mill is almost ready to run.

The cyclone has really come to Salem, and if you would see its effect on prices, buy your goods at Farrar & Co.'s.

Have you joined the Diamond-Watch Club? If not do so at once, as soon as Eastern express can get here, the distribution of goods will commence. Do not procrastinate.

For sale or trade, a fine full blood imported Clydesdale stallion. Inquire of Wm. Howard Phelps, at Salem Land Co. 2-14-dwtf.

Olive Lodge, No. 18, I. O. O. F. conducted a most interesting meeting Saturday night.

Try our 25 cent want column if in need of anything to be had on this earth around Salem.

The excursion party that went down the river yesterday morning did not arrive home until 9:30 last evening.

Have the DAILY JOURNAL left at your door and get all the news, at 10 cents a week.

I. A. Manning was called to Portland on business this morning. He will return to-morrow.

An agent who represents the Portland Linsed Oil Co., is working to introduce the extensive growing of flax in Yamhill county. He says that 40 pounds of seed will sow an acre, and that an acre will raise from 15 to 20 bushels which they will give the farmer \$1.25 net here for per bushel. Seed can be secured at Galloway's warehouse at \$1.50 per bushel. Look into the matter—there is money in it.

Dr. Driven departed for a weeks trip to Yaquina and Alsea to-day. He goes to look after some land business.

Deputy Sheriff Doug. Minto, of Portland, is in this city on a short visit.

Dr. Prill from Buffalo, New York, now practicing in Salem, has a card in this paper. His office is in South Salem and he reports a good practice.

We have a stirring war song from the pen of Gilbert C. Brown, an old soldier. It needs some polishing to print it, but it has a true and noble ring that our friend Gilbert can be proud of.

## RAILROAD BUILDING!

Oregon and Washington to be Networked.

## AN IMPORTANT DOCUMENT FILED

Providing Main and Branch Lines Tributary to the Great Union Pacific System.

If appearances on paper are to be taken as reliable indications, the most important and active era of railroad building ever experienced on the North Pacific coast is to be inaugurated in the near future, to be continued until Oregon and Washington are networked with the parallel rails of traffic in every direction. A few days ago a document was filed in the secretary of state's office which is the inspiring cause of this article, and it is deemed of such importance, even as a matter for speculation if nothing else, that an outline of its provisions will be given herein.

The document in question was filed by Henry Failing, president; Joseph Simon, secretary, and C. A. Dolph, H. W. Corbett, C. H. Lewis and G. M. Lane, directors of the Oregon Railway Extension Company, of Portland, and comprises supplemental articles of incorporation of said company, providing for the construction of several railroads and telegraph lines in different portions of Oregon and Washington.

The above named company was organized about two years ago, supposedly in the interest and by the influence of the O. R. & N. crowd, and since the lines of the latter company have since become a part of the Union Pacific system, it is now surmised that these lines projected in the supplemental articles are no more nor less than arms of the Union Pacific, which are to be sent reaching out in all directions where trade and traffic are inviting avenues of ingress and egress. The aims and objects enunciated in article filed will be surprising and realized by the reader upon a glance at the following expressed intentions:

To construct and equip a railroad and telegraph line from Portland to Astoria, also a branch line from Columbia City, Columbia county, to Forest Grove. This latter branch alone would be a grand thing for the west side shippers, as it would make almost straight line from Junction City through Corvallis to Columbia City where there is always deep water, instead of being compelled to turn east several miles to reach Portland, besides being enabled to avoid the numerous bars and obstructions on the Columbia river and Willamette between St. Helens and Portland. Such a railroad would make Columbia City an important point.

To build a railroad and telegraph line from a point on the O. R. & N. near Alto station, Columbia county, Wash., in a westerly direction to Estes, Walla Walla county, thence to Wallula, 33 miles; also from Estes in a northeasterly direction to Grange City, 22 miles; also from Texas Ferry, Whitman county, north and east to the Washington and Idaho railroad where the same crosses Dutch Flat, 85 miles.

Then another line from Centerville, Umatilla county, Oregon, in a westerly direction to a junction with the O. R. & N. at Cold Springs, 35 miles; also from Pendleton to Heppner; also from Umatilla station in a southeasterly direction to Prineville, 165 miles, with a branch from this line to the mouth of Pine creek on the John Day river, thence northerly to the town of John Day on the O. R. & N. on the Columbia river, 100 miles; also a branch from Prineville northerly to the mouth of the Des Chutes river, 120 miles; from La Grande, Oregon, easterly to the Wallowa valley, with a branch from the mouth of Wallowa river northeast to the mouth of the Grande Ronde river, thence northerly to Lewiston, Idaho.

From Wallula northerly to Lewiston, Idaho, thence easterly to and through the Bitter Root mountains to Butte City, Montana, 450 miles; also from Lewiston southeast through Camas prairie to the mouth of Little Salmon river, 100 miles; also from Walla Walla northerly to Waitsburg.

From Portland to Vancouver, Wash., thence northerly to the Cowlitz river, thence northerly to the Puyallup river and still northerly to the boundary line of the British possessions at or near Blaine, Whatcom county.

Besides the routes above described there are thirteen other branches and seven other feeders provided for in different parts of Oregon and Washington, which, if built according to programme, will give the owners or lessees control of the richest scope of country on the Pacific slope.

While the men whose names are attached to the supplemental articles in question are capitalists of

large means, it is scarcely to be supposed the local company of which they are members has any idea of constructing upon its own resources the lines described, and being men of solid business action, it is not at all probable they would file such a document for the fun of the thing or without serious meaning. The numerous railroad rumors touching the movement of the Union Pacific on this coast, which have been rife the past year, have been given more tangible shape by the filing of these papers than through any other form in which it has reached the public eye or ear, and a most lively railroad building campaign during 1890 need not surprise anybody.

The line to Prineville would of course intersect the Oregon Pacific at some convenient point, and a line from some point in the west foothills of the Cascades from the O. P. through Salem to Astoria would follow as naturally as night follows day. Taken for granted the building of the roads projected and it needs no stretch of imagination to reach the conclusions of this paragraph. In the meantime it would be well for Salem to take such preparatory steps in preliminary surveying, securing right of way, etc., as are within our reach and be fully prepared to hasten the good work.

Aside from the possibilities of a branch from the O. P., the following line projected in the above document will give Salem a direct competing line. From the most reliable point on the main line of the O. R. N., between Clairville and Fairview, Multnomah county, in a generally southeasterly direction to the Clackamas river, thence southwesterly to Silverton, thence by the most practicable route to Salem, seventy-five miles.

## RAIL AND STEAMER.

How a Reporter Found Fare From Portland to Salem.

To the Editor of the Capital Journal: At 7:30 o'clock on last Saturday morning, in the midst of a driving snow squall some ladies and gentlemen found themselves climbing the steps of the train for the capital city. A complete description of the train would require the use of a language more versatile than we command. It was what is termed a mixed train.

But eventually we were off at a wild pace for our destination. The starting of the train from the station at the foot of Jefferson street was a duplicate of some seven hundred other starts. During our ride of twenty-six miles we stopped often and long. From the length of stoppages at stations, one would very naturally suppose that this road had an immense traffic. At one point the engineer appeared to be opening and shutting the throttle valve on a wagger, and the cars had a staccato movement. One nervous gentleman wondered what was the trouble?

When a quiet lady placidly replied, "Oh, nothing; this is where we leave the track and take a cut-off through the woods. It is several miles nearer." When about half the twenty-six miles were fading away in the dim memories of the past, in the midst of a dense forest, suddenly we came to a dead end. After a half hour's waiting we started backwards for the first half mile and then forward, and away we sped, and on to Dundee, and the river which we reached at three o'clock just seven hours and a half from Portland. Here we clambered down the steep muddy embankment and rushed on board the boat, tired, hungry and expecting to find a royal dinner in waiting. The gentlemanly steward informed us that he had kept dinner waiting for several hours and was compelled to put it away, and that the best he could do was to give us an early supper. In due time supper was announced and a splendid supper it was. After a five hour's pleasant ride on the boat we rounded the bend and made landing at eight o'clock at night. We were pleased to say that the officers of both boat and cars were as courteous and gentlemanly as it was possible for men to be under such circumstances, and though the ride on the train was not the pleasantest, it was no fault of the conductor and train men.

## HOTEL ARRIVALS.

CHEMKEKETE HOTEL.  
P. H. Deverent and wife, Sprague; J. P. Lewis, Eola; H. N. Merchant, Portland; D. H. Mendenhall, Orange, N. Y.; S. W. Cunningham, Jno. Clary, Oregon City; H. C. Campbell, Lee Hoffman, Portland; J. S. Bell, Vail, La.; R. A. Pettyjohn, Wells, Nev.; A. R. Albery; R. F. Pruel, Max Meyer, Portland; L. V. Ehlen, Aurora; G. W. Sergeant, Cook Boggs, J. A. Freeman, Portland; J. S. Runciman, Escanaba, Mich.

## COOK HOTEL.

J. W. Looney, Jefferson; G. L. Brown, Stuyvesant; A. M. Elam, M. F. Woodward, Milton; J. R. Wright, Albany; E. N. White, Salem; J. H. Taylor, Mark Levi, San Francisco; R. M. Donovan, Sam S. Goldsmith, Portland; Peter Mace, Silverton; S. A. Jones, Brooks; G. M. Frey, Hubbard; A. M. van, French Prairie.

## DIED.

JACKSON.—On Monday morning, Feb. 17, 1890, the infant child of Mr. and Mrs. Jackson.

BANGERT.—At Tacoma, on the 14th of February, of typhoid fever and pneumonia, William F. Bangert, aged 25 years and 8 months, only brother of Mrs. James Walton, of this city.

STRATTON.—At Salem, on Saturday evening, February 15th, 1890, at her home on Center Street, Mrs. C. P. Stratton, aged 87 years. The deceased has a wide circle of friends who deeply mourn the loss of a dear friend. She has been a resident of Salem for the past 29 years, coming to the state from Penn. in 1852. Eight children survive the mother, who feel in the loss of her a devoted and ever constant and true friend has been called above. They are Julius Stratton, Horace Stratton, and Mrs. Augusta Whitmore, of Seattle, Mrs. Victoria McCully, of Walla Walla, C. C. Stratton, of Oakland Cal., M. A. Stratton, of Oregon City, Mrs. P. L. Willis, of Portland, and Mrs. D. C. Patton, of this city. The funeral will be conducted from the Methodist church at 10:30 to-morrow morning and the remains interred in the Odd Fellows' cemetery.

"We Point With Pride" To the "good name at home," won by Hood's Sarsaparilla. In Lowell, Mass. where it is prepared, there is more of Hood's Sarsaparilla sold than of all other medicines, and it has given the best satisfaction since its introduction ten years ago. This could not be if the medicine did not possess merit. If you suffer from impure blood, try Hood's Sarsaparilla.

ROYAL BAKING POWDER Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low cost, short weight alums or phosphate powders. Sold only in cans. ROYAL BAKING POWDER CO., 100 WALL ST., N. Y.

Lewis M. Johnson & Co., Agents, Portland, Oregon.

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## KELLER &amp; SONS,

Cor. Commercial and Chemeketa.

--DEALERS IN--

Fine Furniture, Upholstered Goods, Mouldings, Art Goods, Wall Paper, Curtains, Rugs, Mats.

SPECIAL ATTENTION WILL BE GIVEN TO PICTURE FRAMES!

T. H. BARNES, Pres. H. V. MATTHEWS, Treas. W. M. HOWARD PHELPS, Sec.

## SALEM LAND COMPANY

Incorporated 1889--Capital Stock \$30,000.

Write for our new folder, a descriptive circular of Salem and vicinity.

By permission we refer to Capital National Bank, Salem, Or., Lincoln Land Company, Lincoln, Neb., Hon. G. L. Laws Member of Congress, Washington, D. C.

A FULL LINE

--OF--

Crockery and Glassware!

With specialties in

Valerian China Tea Sets,

French China Dinner Sets.

RIDGEWAY'S FAMOUS

Buckingham Pattern

--OF--

ROYAL

SEMI-PORCELAIN

of which we constantly keep a full line and open stock, enabling us to make up Dinner and Tea sets of any size, or sell by the single piece. The finest assortment of

CHAMBER SETS

Ever shown in Salem.

A FULL STOCK

Of the latest and handsomest patterns in Glassware.

Please call and examine our stock.

WELLER BROS.,

201 Commercial Street.

Dissolution Notice.

NOTICE is hereby given that the firm heretofore known as Gibson &amp; Singleton is this day dissolved by mutual consent, H. F. Gibson having sold his interest to Dr. J. C. Smith. All accounts due the firm will be payable at once to either members of the old firm.

H. F. GIBSON.

H. F. SINGLETON.

Salem, Or., Jan. 22, 1890.

Having disposed of my interest of the Red Co. Drug Store to Dr. J. C. Smith, I take pleasure in commending the new firm of Singleton &amp; Co. to our many patrons. I also wish to extend my sincere thanks to the kind public for the most liberal patronage extended to us during the past two years. I remain yours fraternally,

H. F. GIBSON.

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